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31 March 1964  
Copy 1

MEMORANDUM FOR: Chief, Manufacturing and Service Division, ORR

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ATTENTION : [REDACTED] MS/CST  
THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS  
FROM : Chief, CIA/PID (NPIC)  
SUBJECT : Status of Railroads Between Kun-ming and Cheng-tu,  
Southwest China.  
REFERENCES : (a) ORR Requirement No. C-RR4-81,027  
(b) CIA/PID Project No. C 264/64

1. This memorandum is a response to the above referenced requirement which requests that a study be made of the rail lines between Kun-ming and Cheng-tu. To be noted in this study are recent improvements and expansion, state of construction, track gauges, alignment, and evidence of expansion at yards and stations along the rail lines. Much of the desired information is shown on the annotated map (CIA/PID/IB-P-513/64) which is attached to this memorandum.

2. Study of the available photography indicates that there are possibly three planned routes of rail communication between Cheng-tu (30 40N - 104 04E) and Kun-ming (25 04N - 102 41E). Briefly, these routes are as follows:

- (a) Cheng-tu to Kun-ming, via Chia-chiang (29 44N - 103 34E);
- (b) Cheng-tu to Kun-ming, via Nei-chiang (29 35N - 105 03E) and I-pin (28 46N - 104 37E); and
- (c) Cheng-tu to Kun-ming, via Kuei-yang (26 35N - 106 43E).

In this memorandum, only the first of these possible routes will be discussed in detail; the other two will be dealt with in companion reports (CIA/PID Project No. C 265-64 and C 267-64). To date, none of these lines have been completed, and the level of construction activity along them is difficult to assess because of the lack of good comparative photo coverage over the area.

3. The rail line from Cheng-tu is single track, standard gauge, and extends in a south-southwest direction over relatively level ground between the Chin-ma Ho and the Min-Chiang (rivers). For approximately 25 nautical miles, from Cheng-tu to the P'eng-shan Airfield (30 16N - 103 51E), the line lies roughly parallel to the course of the Min-Chiang, and is completed and operational.

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A spur line enters the airfield, and considerable quantities of possible railway construction material are being stockpiled along the now abandoned runway. From the airfield, the route continues in a more southerly direction, parallel to the Min-Chiang for approximately 18 nautical miles over fairly flat land. At this point, the line curves to the southwest, away from the river, into more rugged country. In about 20 nautical miles, the line crosses the Ch'ing-I-Chiang (river) at the town Chia-chiang (29 44N - 103 34E) and continues to the south, past the village of O-mei (29 36N - 103 29E), through about 16 nautical miles of increasingly rough terrain. From this point, the alignment continues for approximately seven nautical miles, first turning sharply eastward toward the Ta-tu-Ho (river), and then southward along the river. The present end of line is on the river, at the edge of very rugged, mountainous terrain, approximately 15 nautical miles southwest of Lo-shan (29 33N - 103 45E). From the P'eng Shan Airfield to the end of the alignment, the grade is in various stages of completion, and numerous bridges were under construction with piers, abutments and approaches completed at most of the stream crossings. Also, some tunnel construction was noted in the more mountainous portion of the route. It appears that this line is under active construction at present, particularly between P'eng-shan and Chia-Chiang. From the end of the line near Lo-shan, the rail could be extended either southward through very rugged mountains, or trend to the southeast into I-pin (28 46N - 104 37E) and then southwestward through the mountains, toward the existing rail line, which extends to the northeast from Kun-ming. This rail from Kun-ming has been noted in earlier studies, and no noticeable extension or significant construction has been observed along the line since

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5. The photo analysts responsible for this study were [REDACTED] who may be contacted on extension 2546, should questions arise regarding this memorandum. This requirement is considered complete.

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ENCLOSURE:

- 1 Annotated Map  
(CIA/PID/IB-P-513/64)

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